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JP2001216046 (priority or application number or publication number)
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1 Nozzle needle valve control structure of fuel shooting valve

Inventor: MASATOSHI CHISHIMA (JP); KENICHI KUBO Applicant: HIROYO AUTOMOBILES SYSTEM CO L (JP)
(JP); (+1)

EC: IPC: **F02M47/00; F02M47/02; F02M61/06** (+4)

Publication info: **CN1397728** - 2003-02-19

2 DEVICE SECURITY MECHANISM BASED ON REGISTERED PASSWORD

Inventor: THOMPSON JOHN S; THOMPSON MELINDA M Applicant: AVAYA TECHNOLOGY CORP

EC: G06F21/00N5A2D IPC: **G06F21/00; G06F1/00; G06F21/00** (+3)

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DEVICE SECURITY MECHANISM BASED ON REGISTERED PASSWORD

Patent number: JP2001216046

Publication date: 2001-08-10

Inventor: THOMPSON JOHN S; THOMPSON MELINDA M

Applicant: AVAYA TECHNOLOGY CORP

Classification:

- International: G06F21/00; G06F1/00; G06F21/00; G06F1/00; (IPC1-7):
G06F1/00; G06F15/00

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EP1111495 (A1)

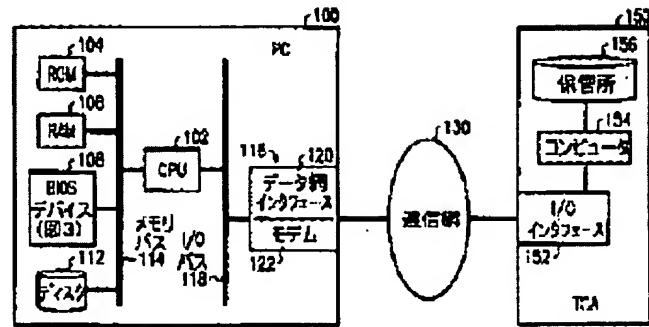
US6725382 (B1)

CA2326266 (A1)

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Abstract of JP2001216046

PROBLEM TO BE SOLVED: To provide a security mechanism based on a registered password. **SOLUTION:** When a PC is booted, a security program is executed. The security program urges a user to input a password, and this is enciphered by a stored key, and the enciphered password is compared with the stored password. When those passwords are not coincident, the boot is abandoned, and the PC is invalidated. Only when those passwords are coincident, the boot is continued, and the use of the PC is authorized.



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Nozzle needle valve control structure of fuel shooting valve

Patent number: CN1397728
Publication date: 2003-02-19
Inventor: MASATOSHI CHISHIMA (JP); KENICHI KUBO (JP); KUNIHIKO HASHIMOTO (JP)
Applicant: HIROYO AUTOMOBILES SYSTEM CO L (JP)
Classification:
- International: F02M47/00; F02M47/02; F02M61/06; F02M47/00;
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Application number: CN20020126143 20020716
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Abstract not available for CN1397728

Abstract of corresponding document: [JP2003028020](#)

PROBLEM TO BE SOLVED: To provide a control structure of a nozzle needle in a fuel injection valve capable of canceling the dispersion of an injection amount in every fuel injection valve connected to a common rail by reducing an irregular fluctuation of the fuel injection amount at the time of lifting of the nozzle needle, and bringing a ratio of the fuel injection amount to an energization time of a magnet of a back pressure control part to an ideal state. **SOLUTION:** It is aimed that a space between an apex part (apex part 31A of an arcuate cross section) of a valve piston 31 and an opposed surface 23B forming a closing orifice 23 is gradually narrowed. The closing orifice 23 communicated with a control pressure chamber 19 is opened/closed by a control valve element (valve ball 24) to open/close an injection hole by the nozzle needle through the valve piston 31. A throttle cross section area between the apex part of the valve piston 31 (apex part 31A of the arcuate cross section) and an opening 23A of the closing orifice 23 is gradually reduced as it approaches from an outer edge part 31B of the valve piston 31 to the opening 23A.

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